Environ Health Perspect DOI: 10.1289/ehp.1408865

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Supplemental Material

Near-Roadway Air Pollution and Coronary Heart Disease: Burden of Disease and Potential Impact of a Greenhouse Gas Reduction Strategy in Southern California

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Methods

Table S1. Distribution of traffic density, elemental carbon and regional $PM_{2.5}$, and proportion living within ≤ 150 m from a freeway or ≤ 50 m from a major road among the population ≥ 45 years of age in the South Coast Air Basin, by county, in 2008 and in 2035.

Table S2. Population attributable fraction (PAF) and 95% uncertainty interval (UI) for coronary heart disease mortality attributed to traffic density, residential proximity to roadways, elemental carbon and regional PM_{2.5}, for the South Coast Air Basin, by county, for 2008 and for 2035.

Table S3. Population attributable number and 95% uncertainty interval (UI) for coronary heart disease mortality for the South Coast Air Basin, by county, attributed to traffic density, residential proximity to roadways, elemental carbon and regional PM_{2.5} for 2008 and for 2035.

Table S4. Population attributable fraction (PAF) and population attributable number with 95% uncertainty interval (UI) for coronary heart disease hospitalizations for SoCAB and for each county attributed to elemental carbon exposure.

Figure S1. Traffic density^a within 300m buffer from residence (S2a), proportion living within ≤150m from a freeway or ≤50m from a major road (S2b), elemental carbon (2c) and regional PM_{2.5}^b (2d) in the South Coast Air Basin in 2008 and in 2035. Boxes extend from the 25th to the 75th percentile, horizontal bar represent the median, whiskers extend 1.5 times the length of the interquartile range above and below the 75th and 25th percentiles, respectively, and outliers are represented as points. ^aEmission-weighted traffic density based on PM_{2.5} reduction from 1990 to 2008 and 2035, which were -62.1% and -76.4%, respectively. ^bDouble-headed arrow represents U.S. PM_{2.5} National Ambient Air Quality Standard (NAAQS) of $12μg/m^3$